

TC12 South Atlantic-Africa
Expedited Resolution 002jj r1
Intended effective date: 01 April
2004

Docket Number: OST-2004-17257.

Date Filed: March 5, 2004.

Parties: Members of the International
Air Transport Association.

Subject:

Mail Vote 360
PTC12 NMS-AFR 0181 dated 05
March 2004

TC12 North Atlantic-Africa
Resolutions except between USA and
Reunion

Mail Vote 362
PTC12 NMS-AFR 0182 dated 05
March 2004

TC12 Mid Atlantic-Africa
Resolutions

Mail Vote 361
PTC12 NMS-AFR 0183 dated 05
March 2004

TC12 North Atlantic-Africa
Resolutions between USA and Reunion

Mail Vote 359
PTC12 NMS-AFR 0184 dated 05
March 2004

TC12 South Atlantic-Africa
Resolutions r1-r44

Intended effective date: 01 May
2004

Andrea M. Jenkins,

*Program Manager, Docket Operations,
Federal Register Liaison.*

[FR Doc. 04-6379 Filed 3-22-04; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aircraft Registration Application

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice—Aircraft Registration
Applications, AC Form 8050-1.

SUMMARY: The Federal Aviation
Administration will no longer accept
Aircraft Registration Applications, AC
Form 8050-1, which do not contain the
printed or typed name of the signer in
the signature block.

EFFECTIVE DATE: June 1, 2004.

FOR FURTHER INFORMATION CONTACT:

Walter Binkley, Manager, Aircraft
Registration Branch (AFS-750), Mike
Monroney Aeronautical Center, Federal
Aviation Administration (AFS-750),
Post Office Box 25504, Oklahoma City,
OK 73125. Telephone (405) 954-3131.

SUPPLEMENTARY INFORMATION: Incident
to the Federal Aviation Drug
Enforcement Assistance Act, Section
44111 of Title 49, United States Code,

directs the Administrator to address
certain deficiencies in the aircraft
registration system. Subsection
44111(c)(3)(E) determines that the
submission of names of individuals on
applications for registration of aircraft
that are not identifiable is a deficiency
in the system.

Accordingly, the Administrator will
address this deficiency by no longer
accepting Aircraft Registration
Applications, AC Form 8050-1, unless
the printed or typed name of the signer
is included in the signature block.

Issued in Oklahoma City, OK, on March 10,
2004.

Mark Lash,

Manager, Civil Aviation Registry.

[FR Doc. 04-6383 Filed 3-22-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Westover Metropolitan Airport; Chicopee, MA

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation
Administration (FAA) announces its
determination that the noise exposure
maps for Westover Metropolitan
Airport, as submitted by the Westover
Metropolitan Development Corporation
under the provisions of Title I of the
Aviation Safety and Noise Abatement
Act of 1979 (Pub. L. 96-193) and 14 CFR
part 150, are in compliance with
applicable requirements.

EFFECTIVE DATE: The effective date of the
FAA's determination on the noise
exposure maps is March 4, 2004.

FOR FURTHER INFORMATION CONTACT: John
C. Silva, Federal Aviation
Administration, New England Region,
Airports Division, ANE-600, 12 New
England Executive Park, Burlington,
Massachusetts 01803.

SUPPLEMENTARY INFORMATION: This
notice announces that the FAA finds
that the noise exposure maps submitted
for Westover Metropolitan Airport are in
compliance with applicable
requirements of part 150, effective
March 4, 2004.

Under section 103 of Title I of the
Aviation Safety and Noise Abatement
Act of 1979 (hereinafter referred to as
"the Act"), an airport operator may
submit to the FAA noise exposure maps
that meet applicable regulations and
that depict non-compatible land uses as
of the date of submission of such maps,
a description of projected aircraft

operations, and the ways in which such
operations will affect such maps. The
Act requires such maps to be developed
in consultation with interested and
affected parties in the local community,
government agencies, and persons using
the airport.

An airport operator who has
submitted such noise exposure maps
that are found by FAA to be in
compliance with the requirements of
Federal Aviation Regulation (FAR) part
150, promulgated pursuant to Title I of
the Act, may submit a noise
compatibility program for FAA approval
that sets forth the measures the operator
has taken, or proposes, for the
introduction of additional non-
compatible uses.

The FAA has completed its review of
the noise exposure map and related
descriptions submitted by the Westover
Metropolitan Development Corporation.
The specific maps under consideration
were Figure 4-1, "2003 Noise Exposure
Map", and Figure 4-2, "2008 Noise
Exposure Map" in the submission. The
FAA has determined that these maps for
Westover Metropolitan Airport are in
compliance with applicable
requirements. This determination is
effective on March 4, 2004.

FAA's determination on an airport
operator's noise exposure maps is
limited to a finding that the maps were
developed in accordance with the
procedures contained in appendix A of
FAR part 150. Such determination does
not constitute approval of the
applicant's data, information or plans,
or a commitment to approve a noise
compatibility program or to fund the
implementation of that program.

If questions arise concerning the
precise relationship of specific
properties to noise exposure contours
depicted on a noise exposure map
submitted under Section 103 of the Act,
it should be noted that the FAA is not
involved in any way in determining the
relative locations of specific properties
with regard to the depicted noise
contours, or in interpreting the noise
exposure maps to resolve questions
concerning, for example, which
properties should be covered by the
provisions of section 1077 of the Act.
These functions are inseparable from
the ultimate land use control and
planning responsibilities of local
government. These local responsibilities
are not changed in any way under part
150 or through FAA's review of a noise
exposure map. Therefore, the
responsibility for the detailed
overlaying of noise exposure contours
onto the map depicting properties on
the surface rests exclusively with the
airport operator that submitted the map